

HOOD CANAL BRIDGE NEWS



West-Half Retrofit and East-Half Replacement Project

August 2004

Graving dock discoveries continue in earnest

Archaeologists working at the Port Angeles graving dock site, where Hood Canal Bridge pontoons will be built, now believe they are working on one of the most significant archaeology sites in state history. The 20-acre site once was home to the Lower Elwha Klallam Tribe. A lumber mill was built on the property on Port Angeles Harbor in the early 20th century. The WSDOT acquired the land for the Hood Canal Bridge project in 2003.

From the items recovered, archaeologists with Larson Anthropological and Archaeological Services, Inc. (LAAS) of Gig Harbor believe the village was more than 1,700 years old and that it served as a major seasonal fish processing site for the tribe. While archaeology work will continue into August, data collected from the site will be analyzed for several years.

One-time public tours of the site were offered Friday, July 23. LAAS will hold a public meeting in September in Port Angeles and will offer a formal presentation in October



Archaeologists and workers with Larson Anthropological and Archaeological Services of Gig Harbor explore an area of the Port Angeles graving dock site.

during state "Archaeology Month."

Meanwhile, work on the graving dock continues around the archaeology areas.

Crews this month will begin excavating the "gate area," the portion of the site adjacent to the harbor.

Bridge work: It's more than what's seen from behind the wheel



Most motorists crossing the Hood Canal Bridge this summer undoubtedly realize they are driving through a major construction project. Orange fencing, narrow lanes, warning signs and the occasional lane closure are generally instant clues.

But even with so much to see at roadway level, there is significantly more work happening below the road.

Since late spring when better weather allowed the contractor, Kiewit-General of Poulsbo, to begin heavier repair work on the bridge the underside of the Hood Canal span has been alive with activity. Much of that work has included repairing the long support beams under the roadway - chipping away damaged concrete, repairing damaged pre-stressing cables, patching and sealing the concrete.

Workers also have been installing a leak-detection system in the west-side pontoons, a safety system to alert WSDOT when water enters the large concrete pontoons.

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Kiewit-General crews are busy completing work below deck level. At right, a worker installs rebar in a cross beam. The steel is part of the cross beam widening work.

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And even though the deck-widening involves obvious top-side work, crews have been building forms and pouring concrete below the roadway in support of that effort.

So while it may look busy in August and September around the Hood Canal Bridge, that work is just a fraction of activity taking place just outside, er ... “under”, the typical view.

For an up-to-the-moment traffic information, including what's happening on the Hood Canal Bridge, visit www.wsdot.wa.gov/traffic.

A Kiewit-General worker works with rebar on the Hood Canal Bridge. The contractor began pouring concrete into sections of the west end road deck in July. Deck pours will continue through August during nighttime lane closures.



Oversize load permits

WSDOT Motor Carrier Services (360) 704-6340

General project info.

WSDOT Region Communications (360) 357-2789

HCB Bridge Opening Hotline (800) 419-9085

Washington State Ferries Info. (888) 808-7977

Transit Information

Clallam Transit (800) 858-3747

Jefferson Transit (800) 371-0497

Kitsap Transit (800) 501-RIDE

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Current Month